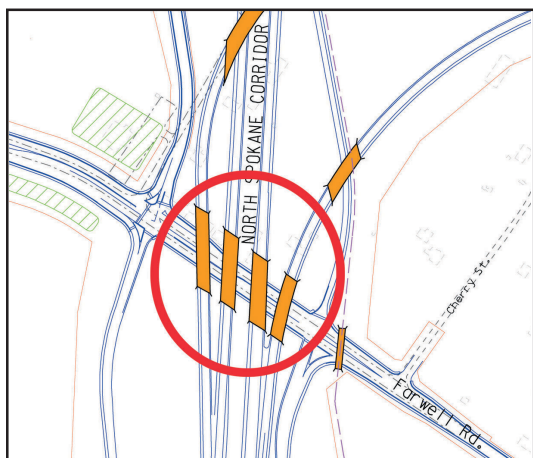




WINTER 2004

ADVISOR

North Spokane Corridor construction on track



The creation of the new US 395/North Spokane Corridor will take a few more steps with the “Nickel” funding from the 2003 Legislature. This new freeway, linking Interstate 90 near downtown with US 395 by the Little Spokane River Bridge to the north is taking another big step with this new budget. Design work, right-of-way acquisition, and construction on several portions of this new highway have been underway since the legislation took effect.

Soon, construction in the vicinity of US 2 and Farwell Road will get underway. A series of projects over the next few years will create a drivable section from Francis Avenue to US 395 at Wandermere. The new legislation provided about \$189 million for the NSC project. The North Spokane Corridor work funded by the “Nickel” legislation has been divided up in to two major projects and these two projects

have been split into several separate contracts. This process allows the WSDOT to stage the work into segments that maximize efficiency in construction and cost.

The first contract is the “Farwell Road Lowering and Bridges” job. Work will get underway this spring with the construction of a short detour for existing Farwell Road just east of US 2. This will enable the contractor to lower the elevation of Farwell Road and build four new bridges that will eventually carry freeway traffic above. This contract will also include some utility relocation work, drainage systems, and retaining walls. Later in 2004, work will begin on the second contract, “Gerlach to Wandermere Grading.” In this job, the contractor will grade the section of new freeway alignment from US 2 to US 395 at Wandermere. The excess material from that area will be used for a fill area south of Hawthorne Road. The entire series of seven contracts in the two major projects are scheduled for completion in 2011.

Kudos for the Incident Response Service

Here’s a letter that the Eastern Region recently received from an Incident Response Team customer:

Dear Sir: What a wonderful service you supply. We are both senior citizens and broke down on the freeway going to Spokane. What a joy seeing a Sheriff car stop and tell us that the WSDOT was aware of our situation and would help us soon. Within 15 or 20 minutes your employee named Mike (Incident Response/Maintenance Tech 2, Mike Moxcey) gave us a great smile to relax us and then some gas. One tank on our truck was full but the switch had broken that moved it from one tank to the other. God bless you for the service and help you have provided for folks in need. P.S.-We tried to repay Mike but he explained that it was through taxes. Anyway, he was wonderful. We were never aware this program existed but we are truly grateful.

Mr. and Mrs. Ronald Foulston

I-90 design process wins national recognition

The American Association of State Highway and Transportation Officials (AASHTO) selected the "*I-90 Collector-Distributor System, of the US 395 North Spokane Corridor*" to receive the 2003 AASHTO Value Engineering Award for "*Most Innovative Proposal in Process Improvement*". The award was given to the Washington State Department of Transportation North Spokane Corridor team in Spokane that is responsible for the design of this project.

Competition for these awards was substantial. AASHTO received 40 outstanding applications from 11 different states and Canada.

Evaluation criteria for the Most Innovative Proposal included the Use Of New Technology, Use Of Creative Thinking, Degree Final Project Differs From the Original Design, and Improved Safety and/or Constructability.

These design efforts on the I-90 Collector-Distributor facility are an integral part of the overall North Spokane Corridor project. Construction work will continue on the NSC with another contract, Farwell Road Lowering and Bridge Construction, getting underway in the north portion of the facility in 2004.

Engineering Project Office Team Receives Paving Award

The Washington Asphalt Pavement Association (WAPA) has given their 2003 Award of Merit to Bob Hilmes' project team in the WSDOT Eastern Region.

The project team and the paving sub-contractor, Central Washington Asphalt of Moses Lake, received the award for work done on State Route 20 between Colville High School and Narcisse Road in Stevens County.

The Award of Merit is based on pavement smoothness, roadway finish or aesthetics, quality of materials, and project complexity.

The SR 20/Colville High School to Narcisse Road project entailed rebuilding an eight-mile section of the highway just east of the city of Colville to "all-weather" standards with new sub-surface material and roadway pavement. The work was completed in 2002.

2003 in Review

WSDOT partners with Fire District to provide fire crew training opportunity



Last spring, the Washington State Department of Transportation partnered with Spokane County Fire Districts 4 and 9 to provide a unique training opportunity for their fire fighters. The WSDOT gave permission to the fire districts to use the former Mead United Methodist Church and an adjacent house to train crews on fire suppression and rescue techniques.

The WSDOT purchased these properties, near the intersection of Farwell Road and Shady Slope Road, as part of the US 395/North Spokane Corridor (NSC) freeway project. Construction work for the new NSC facility in the vicinity of Farwell Road will get underway in 2004. The structures were scheduled for demolition as a part of that project, but that work was put on hold when the fire district requested to use the site for training.

The fire district was especially interested in the church as it gives them a rare opportunity to train in an actual large structure fire situation. Most often, their fire training is limited to smaller buildings. The various large rooms, heavy beams, and other aspects of a large building are difficult to duplicate for training purposes.

Church officials and the congregation welcomed the opportunity to help provide for a safer community with their approval of this training exercise at their former location and were in attendance during the event.

The Department and the taxpayers actually saved money by allowing the use of these structures for fire training. The removal of the structures in this manner was approximately half the cost of conventional demolition techniques.

Dial 5-1-1 for highway info in Washington



Washington motorists can now dial 5-1-1, a round the clock traffic and road conditions phone line. The voice-activated system permits people to dial 5-1-1 and receive up-to-the-minute information on traffic incidents, roadway conditions, mountain pass conditions, and construction updates for state routes, U.S., and Interstate highways.

Interstate 90 widening project underway



On August 7, 2003, the Washington State Department of Transportation began work on the Interstate 90/Argonne Road to Sullivan Road freeway widening project. This was the first project funded under the "Nickel Package" enacted by the Legislature earlier in 2003 to actually begin construction work. Secretary of Transportation, Doug MacDonald, was on hand that day to get the project rolling.

The \$34.2 million project continues the process of widening Interstate 90 in the Spokane Valley. This construction is fully funded by the additional five-cent fuel increase that was a part of the new transportation package passed by the Legislature.

This five-mile project will add an additional through lane in each direction and improve safety features on I-90. In addition, Portland Cement Concrete Pavement will be used for the driving surface.

The project is scheduled to take about 18 months of construction to complete with a suspension of work each winter. The work should be done in early 2006.

Scarsella Brothers, Inc. of Seattle is the prime contractor on the project. Darrel McCallum is the project engineer for the WSDOT.

The contractor has already completed the first major order of work—construction of temporary lanes to keep traffic moving while the project is underway. Traffic during construction will be maintained with two lanes in each direction during most of the project, and delays to motorists should be minimized. Work will restart in the spring with traffic pattern revisions and construction of the new eastbound lanes.



Secretary MacDonald with the project crew

2003 in Review

Bridge Deck repair project completed on US 2 near Davenport

A bridge repair project was completed on US 2 near Davenport in 2003. Crews from the N.A. Degerstrom Company of Spokane handled the deck rehabilitation work on the railroad bridge just east of the City of Davenport. The \$175,000 project included removal of a portion of the existing bridge deck, performing the necessary repairs, then resurfacing the existing concrete deck. The project also included minor signing and striping activities.

The concrete deck of this bridge, built in 1958, had deteriorated due to 44 years of vehicle traffic. Repairing and resurfacing the deck will extend the service life of the structure and ensure safety for the traveling public.

Because of the materials used to resurface the bridge deck, the planned work was extremely weather sensitive. Humidity, wind velocity, and air temperature had to be within acceptable levels to achieve success and a quality product.

Work got underway on May 12, 2003 and US 2 was closed during the project, for 18 days, to help facilitate construction and ensure safety for workers and the public. Closing the highway also shortened the duration of this project, which in turn reduced the cost. The closure was scheduled for as many as 20 days; however, the contractor was able to finish up two days early.

Traffic was directed to a detour route along Bennett Road, Sunset Highway Road and a very short portion of SR 25, allowing drivers to bypass the construction zone.

The detour route added about one mile, (and about four minutes), to the trip between Reardan and Davenport. The route was fully paved with 12-foot wide lanes, two-foot shoulders and a speed limit of 50 mph.

WSDOT on the web

Get more information on projects, travel information, plus Department news and events: <http://www.wsdot.wa.gov>

US 395 goes "Roundabout" in Colville



The new "roundabout" facility is in operation on US 395 in Colville. The roundabout replaced the existing signal system at the intersection of Main Street and Hawthorne Avenue near the southern boundary of the city.

A roundabout is a one-way, circular, or in Colville's case, oval intersection without traffic signals in which traffic flows around a center island without stopping. Colville's roundabout is a single lane roundabout, with travel inside

the roundabout in a counter-clock wise direction in single file.

Construction cost of the facility was about \$1.75 million and came from the Federal Highway Administration, Transportation Improvement Board, City of Colville, and the Washington State Department of Transportation.

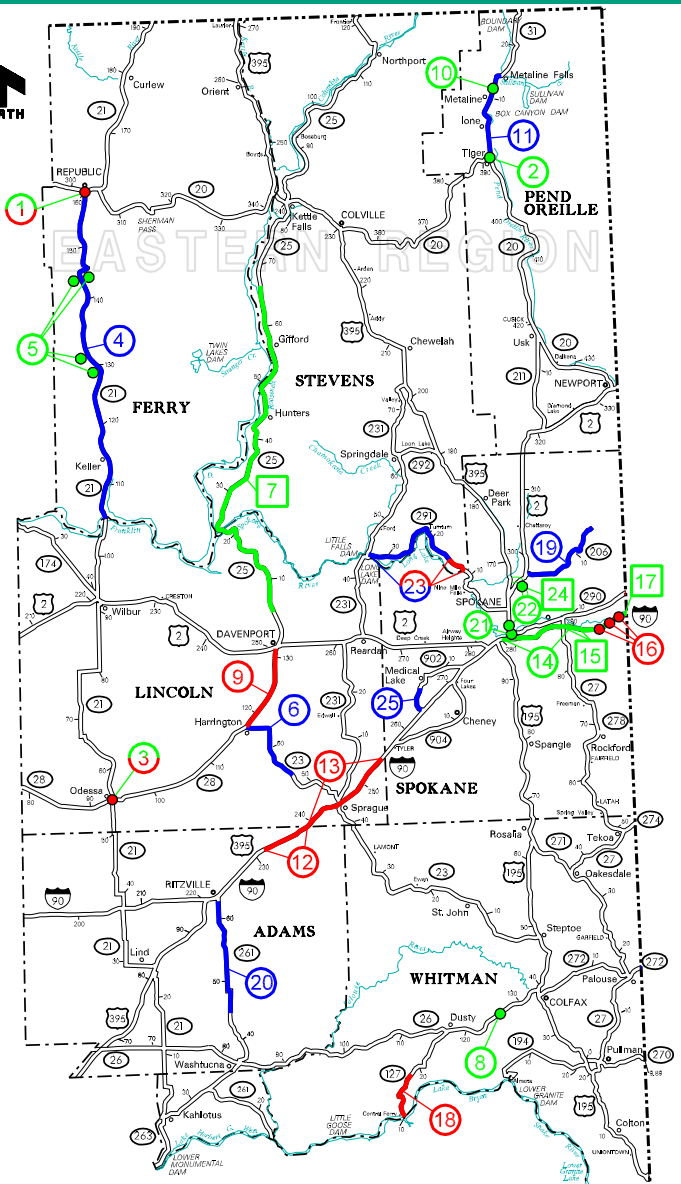
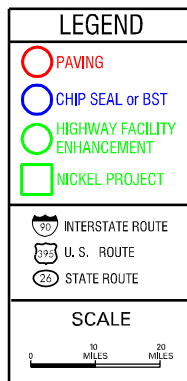
The City of Colville was the lead agency on the project with Welch, Comer and Associates handling the management of the job. The prime contractor was Norm's Utility Contracting of Coeur d'Alene, Idaho.

2004 Eastern Region Construction Projects



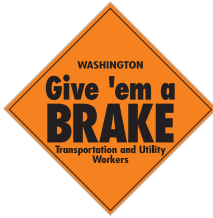
The listed projects are either under construction or are scheduled to start work during 2004. Some projects may not be completed during the 2004 construction season. Project numbers correspond to the map. (MP-Denotes highway milepost location) This list was prepared prior to the completion of the 2004 Legislative session. Projects may be added or deleted from this list following final passage of the WSDOT budget in 2004.

1. **SR 20/City of Republic-Reconstruct** Clark Street from curb to curb in partnership with the City of Republic. Other items include sidewalks and community enhancements. This work is continued from 2003 and is a City of Republic administered project with WSDOT participation. (MP 302)
2. **SR 20/Tiger Junction-Construct** additional items at historical Tiger Store and Rest Area including parking lot paving and interpretive signage. This is a Pend Oreille County administered project with WSDOT participation. (MP 390)
3. **SR 21/City of Odessa Alder Street Realignment and Paving-Realign** a portion of SR 21, eliminating two 90 degree corners. Resurface the roadway. A partnership project with the City of Odessa. (MP 55)
4. **SR 21/Keller Ferry to SR 20-Chip seal** the existing surface from the Columbia River to SR 20 at Republic. (MP 106-160)
5. **SR 21/San Poil River Bridges Scour Repair-Repair** water erosion to the foundations of four bridges on SR 21 in Ferry County south of Republic. (MP 131, 132, 147, and 148)



6. **SR 23/Lords Creek Road to SR 28-** Chip seal the existing surface from the Lords Creek Rd. to SR 28 at Harrington. (MP 60-66)
7. **SR 25/North of Davenport to vicinity of Rice-Guardrail Improvements-** Install new guardrail in various locations to replace substandard concrete post system currently in place. This job is a "Nickel" funded project. (MP 5-66)
8. **SR 26/Union Flat Creek Improve Drainage-Stabilize** the highway structure by reconstructing approximately 1,200 linear feet of creek channel away from the roadway. Construct check dams to slow the creek flow. (MP 125)
9. **SR 28/Harrington to Davenport-** Grind out then resurface the roadway with "cold-in-place" recycled asphalt followed by a chip seal. Also, restore basic safety features on this highway in Lincoln County. (MP 117-130)
10. **SR 31/Sweet Creek Rest Area-Add** improvements to small rest area just north of Selkirk High School. Work includes new vault toilet building, parking lot paving, and interpretive trails. This is a Pend Oreille County administered project with WSDOT participation. (MP 11)

2004 EASTERN REGION CONSTRUCTION PROJECTS



11. **SR 31/Tiger to Pend Oreille River Bridge**-Chip seal the existing surface from Tiger Junction to Metaline Falls. (MP 0-14)
12. **I-90/Tokio to Lincoln County Line**-Resurface the roadway with asphalt pavement from the Tokio Interchange to the vicinity of the Adams/Lincoln County line. (MP 231-239)
13. **I-90/Adams County Line to Spokane County**-Resurface the roadway with asphalt pavement from Sprague Lake area to the vicinity of the Fishtrap Interchange. (MP 239-255)
14. **I-90/US 195 to Pines Road ITS (Intelligent Transportation Systems)**-Installation of 12 traffic cameras, and a changeable message sign near the Custer Pedestrian Bridge. Funded by federal funds through the Spokane Regional Transportation Council. Located from downtown Spokane through the Spokane Valley (MP 280-291) Now under construction.
15. **I-90/Argonne to Sullivan**-Construction of an additional through lane in each direction and replace asphalt pavement with Portland Cement Concrete Pavement. Expansion of the freeway in this five-mile segment will increase capacity and facilitate more efficient passenger and freight mobility in the Spokane Valley. This job is a "Nickel" funded project with two "Nickel" projects (Argonne to Pines and Pines to Sullivan) combined into one contract. (MP 287-292)
16. **I-90/Sullivan Road to Idaho-Phase 2**-Resurface on-ramps and off-ramps at Barker, Liberty Lake (Harvard Road.), and Idaho Road interchanges. (MP 293, 296, 299)
17. **I-90/Sullivan Road to Idaho-Median Barrier**-Install seven miles of cable barrier in the freeway median to prevent vehicles from crossing into oncoming traffic. This job is a "Nickel" funded project. (MP 292-299)
18. **SR 127/Central Ferry to Church Hill Road**- Resurface the roadway with asphalt pavement in an eight mile section to the north beginning at the Snake River in Whitman County. (MP 10-18)
19. **SR 206/Bruce Road to Mt. Spokane State Park**-Chip seal the existing surface from Bruce Rd. to the park entrance. (MP 0-16)
20. **SR 261/Sutton Road to Interstate 90**-Chip seal the existing surface from Sutton Rd. to I-90 at Ritzville. (MP 45-62)
21. **SR 290/Trent Avenue Bridge 290/4 Replacement**-Replace Bridge Structure across the Spokane River. Located just east of downtown Spokane. (MP 0.5). Open to traffic; however, some items and cleanup remains.
22. **SR 290/Helena Street Turn Lanes**-Add left turn lanes at this intersection in east Spokane to reduce the number of collisions and their severity. (MP 1.1)
23. **SR 291/Spokane County Line to SR 231 Intersection**- Resurface the roadway with asphalt pavement in a 3 1/2 mile section from the Spokane/Stevens County line to Wylie Drive. Then chip seal the existing surface in a 19-mile segment from Wylie Drive to the intersection with SR 231. (MP 11-33)
24. **US 395/Farwell Road Lowering and Bridge Construction**-This contract involves the construction of a detour on Farwell Road between US 2 and Wilson Road to facilitate lowering the existing roadway grade and includes construction of four new freeway bridges. Work also includes drainage facilities, utility relocation, and retaining wall construction. This contract is a component of the North Spokane Corridor/Francis to Farwell "Nickel" project.
25. **SR 902/Interstate 90 to Lakeland Village**-Chip seal the existing surface from the I-90/SR 902 Interchange (Salnave Road) to Lakeland Village near the town of Medical Lake. (MP 0-4)

How to contact us:

If you have questions, need further information, or have comments, please let us know.

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Project numbers on the map correspond with the list. See the map legend for project title colors. For weekly construction activity and updates to these projects, see our web site at: <http://www.wsdot.wa.gov/regions/eastern/Construction2004>

2003 in Review

The Trent Avenue Bridge-A closer look



Since November of 2001, the Washington State Department of Transportation has been overseeing a bridge replacement project on the Spokane River just east of downtown Spokane. The SR 290/Trent Bridge project is an \$8.9 million job to replace a structure originally built in 1917. The prime contractor is Ross Brothers Inc. of Salem, Oregon. Recently, the WSDOT made the decision to allow traffic back on to the new SR 290/Trent Avenue bridge in Spokane, even though the project is not fully complete. That decision was not made lightly. Prior to allowing traffic on the bridge, the Department ensured that it was safe for pedestrian and vehicular traffic. There are a number of components that must be completed and corrections made to elements that do not meet specifications.

Over the last few months, there has been considerable conversation within the community, through the media and elsewhere, regarding the Department, the contractor, and this project. Some of the comments were very blunt and alleged "incompetence" on the part of the Department in selecting the contractor and the oversight of the SR 290/Trent Avenue Bridge project. A few members of the community could not understand why the

Department did not just hire a local contractor to build this bridge.

Of course, as the contracting community is well aware, the Washington State Department of Transportation is bound by a strict set of laws that govern the procedures in pre-qualifying and selecting prime contractors for projects. The Revised Code of Washington, chapter 47.28.070 and the Washington Administrative Code, section 468-16 contain the procedures that the Department must follow.

There have been some who have said that the WSDOT was aware that this contractor had problems in Oregon and therefore should have been excluded from bidding on this project. The facts are that the Department requested information from the Oregon Department of Transportation as part of Ross Brothers' pre-qualification process, and all written evaluations received from them indicated that the contractor was rated standard or better. The law does not allow the Department to disqualify a contractor based on rumors or innuendo.

Construction project schedule management is a complex issue. The contractor submits a schedule of work to the Department that indicates the sequence of the project work items and the timing of the project. As long as the

schedule appears realistic and indicates that the contractor will complete the project within the working days allotted, in this case 450 days, the schedule is approved. Schedules can be, and are, adjusted throughout a project based on mutual agreement for changes in the work caused by situations that were unknown when the work was bid.

One major item of work that impacted the project schedule was the discovery of larger than expected footings under the existing bridge piers. Not only were these footings under 11 feet of water but, they were also 6 feet below ground level under that water. The WSDOT did inspect the existing bridge; however, the oversized footings were not correctly depicted in the 1917 "as-built" drawings for the structure and could not be seen, even by divers.

In this project, the contractor submitted a schedule at the beginning of the contract reflecting a completion in early fall, 2003. The Department reviewed that schedule, determined that it was a feasible plan, and approved. Subsequently, a number of items, such as the footings mentioned above, necessitated a mutually agreed upon adjustment between the contractor and the WSDOT in May, 2003 that resulted in a new completion date of December 16, 2003.

An important facet of this contracting procedure is risk sharing. WSDOT contracts and specifications are written so there is a mutual sharing of risks. If, for example, the Department placed all responsibility on the contractor for all risks, it would drive project costs much higher because contractors would try to estimate any possible unknown factors and include that cost in their bid. Conversely, if the State were to assume all risks, it could lead to an ongoing debate about every contract item and have the Department direct the number and types of workers, resulting in increased compensation for the contractor.

The WSDOT does not specifically direct the day-to-day activity of the contractor or his sub-contractors. This means that as long as it appears feasible that the contractor can complete the work within the specified time allotment, the

(continued on page 8)

Eastern Region and Southwest Region Bridge crews team up

By Jilayne Jordan/WSDOT Southwest Region



Last September, a five-person Bridge Maintenance team from the WSDOT Southwest Region made a trip to Spokane and joined forces with the Eastern Region's relatively new bridge team to conduct needed repairs on two timber bridges.

The Eastern Region's bridge team, which was formed only last year, was getting ready to repair a timber bridge on SR 20 over Davis Creek north of Spokane. However, since this was the first time that they would be jacking up such a bridge to replace the piles and caps, they decided to seek the help of a well-seasoned bridge team with plenty of knowledge about repairing these kinds of bridges.

The Southwest Region's Bridge Maintenance team happens to specialize in timber bridges since the region contains about 30 of them in all sizes. "It seemed like a really great opportunity to share some of the knowledge this team has accumulated over the years about wooden bridge repairs, and also help foster teamwork and a spirit of cooperation between the regions, no matter how far apart they are," said SWR Special Maintenance Superintendent Ernie Garcia.

The Southwest Region furnished and transported the necessary materials for the job, including piles and caps. The two bridge teams, plus a flagging crew from Newport, got to work immediately on the Davis Creek Bridge on SR 20. The smaller sized timber bridge was jacked up to allow for the replacement of four deteriorating piles, with flaggers allowing cars across one direction at a time at significantly reduced speeds.

When the Davis Creek job was completed in only two days, the combined bridge team decided to tackle another job on the SR 27 wooden bridge over Pine Creek south of Spokane. The bridge crews needed to replace a red-tagged, deficient, 34-foot cap at the top of one of the piers, which required that the bridge be jacked up in order to complete the work. This bonus project was also completed in just two days.

At one point during the work, an inspector from the Safety Compliance Office of the Department of Labor and Industries/ Washington Industrial Safety and Health Act (WISHA) section observed the team in action from a hill overlooking the work zone. He then came down and conducted a full inspection at the site itself. After the inspection was completed he informed the team that they had passed with flying colors and that he was impressed with their careful adherence to all the required work zone safety precautions.

"We can't thank the Southwest Region bridge office enough for setting this up," said ER Maintenance Superintendent, Gary Clemensen. "Our bridge crew really got some good hands on experience."

2003 in Review

Interstate 90/Salnavé Road to Geiger Blvd.

During the summer of 2003, the WSDOT resurfaced Interstate 90 between the SR 902/Salnavé Road interchange and the Geiger Blvd. interchange. Work on this 11-mile section focused on repaving the rutted surface and addressing roadside safety issues.

This was a two-part project: Safety and paving. First, the Department addressed some safety issues on the roadside. The project included flattening slopes and increasing the clear zone. Although the specifications allow for a 50-foot median on the interstate system, there is a 76 foot median in that section, however there have been some incidents and therefore concerns with the rock and tree features. One of the interesting statistics on this section of I-90 over the past decade is there have been over 1,000 accidents where motorists left the roadway for some reason and impacted objects on the shoulder or median.

The WSDOT did not fully remove any of the tall rock formations within the median. The rock face on the outside shoulder was trimmed back about 8 feet in several locations.

Rock that was fully removed was some of the lower, rolling basalt in the median. This basalt in the median was overlain by dirt and vegetation and was a safety hazard for motorists that lose control of their vehicles. With those lower formations there was a tendency for impacting vehicles to roll. That area was re-shaped to provide a safer recovery zone for those errant motorists.

The Department is constantly analyzing the transportation system for safety enhancements. Future projects on I-90 to the west of Spokane may also address rock outcroppings as part of the safety components in those jobs.

The primary component of this project was the resurfacing of Interstate 90. The existing pavement was ground out and paved back with asphalt. Heavy studded tire usage had worn ruts in the travel lanes to a point where they were a safety hazard. This section of I-90 was resurfaced well ahead of its normal cycle due to this wear.

(Continued from page 6)

Trent Bridge-A Closer Look

Department does not have the authority to tell the contractor that he should add workers, bring on more sub-contractors, etc. This concept has two results: first, it allows the contractor the flexibility to pursue a project as efficiently as possible enabling them to provide the state with the lowest bids. Secondly, if the State were to micro-manage the contractor, it would open the potential for claims against the state because the contractor could contend that he was forced to incur additional costs that were not part of his original bid. In essence, the current method allows the state to obtain the lowest responsible bid for projects.

Finally, as a last resort, when the contractor is unable to complete a project within the specified number of working days, penalties (known in the contract as "liquidated damages") go into effect.

In this particular instance, up until the last week in November, all schedules that were received by the WSDOT indicated that the contractor could still feasibly complete the project by the December 16th date. On December 3, when it became apparent that it was not to be, the WSDOT advised the contractor of the issue. The Department then notified the public via the media that the contractor would not complete the contract in December and would be assessed liquidated damages beginning on December 17, 2003 amounting to \$2,988.00 per working day.

The Trent bridge was opened to traffic at about 2:00 p.m. on Wednesday, January 14th.

Although the bridge is open to traffic, the project is not complete. The Department has allowed the contractor to place a number of temporary items in order to open the roadway to traffic. The contractor will be required to return during the spring and summer months to finish the work.

Temporary items that have been allowed include small sections of chain link fence for pedestrian safety, the Jersey barrier in the center of the roadway and lane markings. The contractor has ordered the remaining



short sections of pedestrian railing and will install them when available. The Jersey barrier will be replaced by a raised concrete island, and paint striping will be applied. There are also two sections of temporary sidewalk and temporary pedestrian path that will need to be replaced. These temporary pieces were installed rather than leave short lengths of gravel walkway until spring.

The contractor will also be required to install landscaping, finish concrete surfaces and apply pigmented concrete sealer. In addition, there will be a need for some pavement grinding to meet smoothness specifications, plus replace some approach asphalt and concrete pavement segments. Other work on the list is the removal of the wooden work bridge and its steel support pilings in the river, minor grading, and general cleanup of the construction site. A number of other items will also need to be completed. Many of the items remaining are customary in a project like this, such as the cosmetic concrete finishing work, but are usually addressed prior to the roadway being opened to vehicle and pedestrian traffic.

The work later this year will require lane restrictions, but the bridge will remain open to traffic at all times. Work will be underway during the spring and summer depending on weather and water levels in the river.

Hopefully, this provides a clearer picture of the legal requirements and procedures that are involved in a contract of this nature and some of the challenges faced during this project. The Washington State Department of Transportation is fully aware of its responsibilities to the citizens of this state and the private contractors that construct all highway projects. The Department tries to balance those needs with the financial aspects in every project that is undertaken.

IT'S YOUR NICKEL. WATCH IT WORK.

Other Region projects get "Nickel" funding

Two important highway projects outside of the Spokane metropolitan area were also included in the package passed by the Legislature in 2003.

The addition of two more lanes to State Route 270 between Pullman and Moscow, creating a four-lane, divided highway will enhance safety in this busy corridor. Actual construction work on that \$28 million job should commence in early 2005 with design and right-of-way acquisition currently underway.

Another project with economic development aspects is on State Route 31 in northern Pend Oreille county. This project entails rebuilding State Route 31 from Metaline Falls to the Canadian border to "all-weather" standards. The completion of this work will help support needed jobs in that area created with the reopening of the Pend Oreille mine north of Metaline Falls. Work should get underway in late 2004 or early 2005.

Several freight rail projects in the seven-county WSDOT Eastern Region are also a part of the transportation legislation. The purchase and track upgrades for the Palouse River/Coulee City shortline railroad is one of the rail components included in the program.

SR 904

"Lt. Col. Michael P. Anderson" Highway dedicated



State Route 904 was named the Lt. Col. Michael P. Anderson Highway in a

ceremony on July 31st. Col. Anderson was part of the seven-member crew of the Space Shuttle Columbia, which broke up upon re-entry to the earth's atmosphere on February 2, 2003. He graduated from Cheney High School in 1977 and considered Spokane his home.

The astronaut's parents, Bobbie and Barbara Anderson, were on hand for the special event and unveiled the commemorative sign.